

GREATER CAPACITY

Extensive Improvements at
Norfolk Sugar Factory.

WILL BE A 400-TON PLANT.

One Hundred Men Engaged in
Making Repairs.

INVESTMENT OF AT LEAST \$35,000

Prospects for a Big Crop of Beets the
Best for Years—Harvest Will Commence
About the Middle of September and
the Factory Will Begin on the 20th.

But few even in this city realize the magnitude of the improvements being made this year by the American Beet Sugar company in the Norfolk factory. While it has been known in a general way that the plant was being repaired, it was not understood that in many instances the repairs amount almost to the rebuilding of portions of the factory. Yet such is the case, and when the campaign of 1899 opens it will be found that the plant will no longer be rated as a 350-ton factory but that its capacity has been increased so that it will cut about 400 tons every 24 hours.

Work was begun on the repairs about the first of May, when 50 men were given employment, and six weeks ago the force was increased to 100 men. All these improvements have been made under the personal supervision of Manager F. Wietzer, Superintendent W. H. Baird and Chief Engineer N. A. Lockwood. Besides increasing the capacity of the plant, two objects have been aimed at in the changes now being made. One of these is to secure light in every room and in all portions of every room, and the other is cleanliness, for with no dark corners it will be much easier to maintain the latter than it ever has been before. Considerable inefficient machinery has been thrown out, its place being supplied with newer and more up to date appliances. The improvements will have cost when completed between \$35,000 and \$40,000, at least two-thirds of which has been expended for labor. All work will be finished by the 10th of September, so there will be no delay in starting the factory.

To a layman who visits the factory, as did a representative of THE NEWS the other day, the mass of machinery throughout the great plant does not present a very intelligible idea of the process required to convert raw beets into finely granulated sugar, nor does the importance of the changes being made appeal to him as it would to a practical sugar maker. While roaming around the factory in charge of a guide, the representative learned that the filter press department had been enlarged by the addition of 100 more frames, which increases the capacity about 20 per cent, while iron scrolls and boxes have replaced those formerly made of wood under the presses. A cement floor has been laid in the second carbonation room, as there has also been in other portions of the building. A new carbonation filter press has been added, making five instead of four of that class of machines.

It is in the other end or refinery portion of the factory, however, that the greatest change has taken place. The beet cutting machinery and diffusion battery have always had a higher capacity than the remainder of the plant, a spasmodic run of 440 tons of beets having at one time been cut and put through the diffusion, but the other machinery was not able to handle the juice at such a rate. The changes will put the whole plant on a harmonious basis, each part able to keep up with the others. Much of the machinery in the refining department has been raised the uniform height of six feet, among this being two vacuum pans, one weighing 23 tons and the other 20 tons. The old wooden storage tanks have been replaced with steel, which have also been set on a level six feet higher than the old ones. A new crystallizer has been put in, making four instead of three. Four cast iron bag filters and a new steam radiator for drying sugar have been given place in this end of the factory.

The laboratory, which is on the second floor of the factory in the northwest corner, has been wholly rebuilt and furnished with the best chemical instruments necessary for conducting analyses accurately. It is claimed by those who are familiar with the subject that the laboratory of the Norfolk plant is one of the best arranged, best lighted and most complete in the United States. The store room on the floor beneath has been provided with a complete set of new racks, each compartment carefully labelled so that there is no delay in finding supplies.

The factory will burn coal this year instead of oil, on account of the advanced price of the latter. This necessitates putting grates under the boilers, which is now about completed. Crude petroleum has been used for several campaigns, and at the price heretofore prevailing it was considered more satisfactory, but the increased cost will preclude its consumption this year.

The improvements in the leading manufacturing enterprise in this section

of the state prove that the beet sugar industry may be considered one of the permanent institutions of the country, and that the stock holders of the American Beet Sugar company are well enough satisfied with their investment to feel themselves warranted in continuing to put money in the plant. The later years have been far more satisfactory from the standpoint of the beet growers than were those during the early experiment with the crop in this country. Then farmers did not understand what was required to produce good beets, and the experience of learning how was expensive and annoying. Now the farmer has become so well acquainted with beet growing that it is his most profitable crop.

It is expected that the yield of beets this year will be the largest ever grown in this section. While the acreage for the Norfolk factory is practically the same as last year, about 3,300 acres, the prospects are that the tonnage will be considerably increased over any preceding year, it being estimated that some fields near this city will go as high as 20 tons to the acre. It is believed that enough beets will be ripe so that harvesting can commence about the middle of September, in which event the factory will be started about the 20th. The outlook is that the coming campaign will be the longest in the history of the Norfolk factory, and it would not be at all surprising if the run is continued well up to the first of March.

The advantages from a commercial point of view to be derived from a long campaign can only be estimated. The steady employment of a large number of men for an extended period, together with the money which will be paid the farmers for beets, is an influence in the trade of Norfolk business men not to be overlooked.

The California Campaign.

Tomorrow morning at 5 o'clock the triple-chime whistle at the sugar factory will tell the people of the valley that sugar making for the season has commenced, and hundreds of men are busily engaged at work in the factory.

Beet harvest on the Chino ranch commenced Wednesday morning, and hundreds of tons have already been delivered from the fields here. Yesterday noon the first beets came in from Orange county, and today the first trainload will arrive from Oxnard in Ventura county. On Monday morning the force of employees came in from all directions in response to notices from the company and were assigned to their different stations about the factory. The labor roll of the factory comprises 336 men exclusive of department heads, foremen, clerks and all salaried men. It is said by the management that they have a better class of men this year than ever before. Many of them are farmers and farmers' sons on the ranch, who have come in to work during the campaign while work on the ranch is scarce.

Tomorrow morning everything will be in full swing, and by Sunday pure white sugar of the "vintage of '99" will be pouring into sacks at the other end of the factory. A campaign is no longer a speculation but a reality. And from now on the daily steam whistles, the whirring of machinery, the hissing of steam, long lines of workmen going to and fro, and strings of loaded wagons and incoming freight trains loaded with beets will all attest the busy season that is upon us.—Chino Valley, California, Champion, August 25.

Precinct Caucuses.

The republican voters of Norfolk outside precinct will meet at the city hall Saturday, September 9th, at 2 o'clock p. m. to elect six delegates to attend the republican county convention to be held at Battle Creek, September 10th; also to elect delegates to the republican precinct convention whenever called. G. D. SMITH, Precinct Committeeman.

Notice.

Notice is hereby given that by virtue of a chattel mortgage dated on the 2d day of May, 1899, and duly filed in the office of the county clerk of Madison county, Nebraska, on the 19th day of July, 1899, and executed by the Norfolk Printing company, a corporation, to the Western Newspaper Union, a corporation, to secure the payment of the sum of \$83.32, and upon which there is now due the sum of \$48.80. Default having been made in the payment of said sum, therefore, the undersigned will sell the property therein described, namely: One Prouty newspaper press, at public auction at Davenport's livery barn, in the city of Norfolk, in Madison county, Nebraska, on the 14th day of September, 1899, at 2 o'clock p. m. of said day. Dated August 24th, 1899.

WESTERN NEWSPAPER UNION,

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By H. L. SPAULDING,

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ONE SHOT MEANT WAR.

BUT THE GERMANS WISELY REFRAIN-
ED FROM FIRING IT.

The Yankee Commander Leary Was
Ready for the Fray and Proved
Too Plucky and Tactical For His
Opponent—A Story of Samoa.

The pluck and grit of American naval officers are aptly illustrated in an article by Henry Collins Welsh in Ainslee's Magazine, in which the writer tells how Commander Leary brought the German naval force in Samoa to terms some years ago. He says:

It was at the outbreak of civil strife that Captain Leary arrived at Apia in the American warship Adams. Dr. Knappe was then the German consul at Apia, and he and Commander Fritze of the German warship Adler carried on affairs with an imperious hand. Feeling ran high between the Germans on one hand and the Americans and English on the other. The Germans bombarded villages on various pretexts, fired upon unarmed natives and gave open aid to Tamasese.

Captain Leary at that time was a commander, and it was not long before he and Captain Fritze had some lively interchanges of compliments. On one occasion the Adler steamed past the American ship with a native chief banded to her foremast. The German saluted when he passed, but no answer came back from the American. Soon the German came to a standstill. A boat was dispatched to ascertain why the American had not answered the salute. Commander Leary sent the Teuton this characteristic reply, "The United States does not salute vessels engaged in the slave carrying trade."

But an incident which best illustrates Commander Leary's grit and determination and which deserves to live in song and story occurred in the waters near Apia on Nov. 15, 1888. Strained relations came to a crisis then, and war between the United States and Germany seemed inevitable.

On the day previous a message came from Mataafa to inform Commander Leary that the Germans had threatened to attack Mataafa in his stronghold on the morrow. Both Mataafa and Tamasese had entrenched themselves in fortified places about seven miles from Apia upon land under American protection. Mataafa asked for advice, and Commander Leary told him through the messenger to stand his ground, that he would not allow the German to make an attack upon property under his protection.

According to the German programme, the Adler was to bombard at dawn. Captain Leary quietly prepared to foil the plan, at the same time keeping his counsel. By using some hard coal he had aboard he was able to get up steam without the telltale smoke that would have warned the Germans of his action. Then he muffled his anchor chains with native mats, and at 4 in the morning all hands were quietly called to quarters. At daybreak the anchors of the Adler were hauled up and with full steam on the vessel made for the open sea. Noiselessly came up the Yankee's anchors, and to the amazement of the Adler the Adams was close upon her heels. The German had to turn to get out of the harbor, and by the time she reached the entrance the two ships were close together. Again the German turned and then headed toward the fort that was to be bombarded. Commander Leary ran his ship between the German and the shore and when about 300 yards from the Adler gave the order:

"Clear for action!"

At once the decks were cleared, and the guns were trained. The German followed suit, and the two ships steamed along the coast ready for the fray.

A shot from either vessel meant war between the two countries. When opposite the native forts, the Adler came to anchor, and the Adams anchored between the German and the shore. So close were the vessels that no guns could be fired from the Adler without passing over or through the Adams. Then Commander Leary sent this note to the German commander:

"I have the honor to inform you that, having received information that American property in the Latoga vicinity of Lauli, Lotonuu and Solo Solo is liable to be invaded this day, I am here for the purpose of protecting the same."

For hours the men stood at their guns, but no shot came from the Germans. He was ready to war upon the Samoans, but war with the United States was another matter.

At length the German started on a cruise along the coast, but he could not shake off the persistent Yankee. Finally he renounced his designs and returned to his anchorage in Apia bay. To her anchorage came also the Adams, and Commander Leary had won the game.

Be Natural.

One of the surest ways to be awkward "in company" is to try to act differently from one's accustomed manner. If one's everyday manner is not good enough for company, then it should be changed, but the most delightful company manner is the natural manner when it is natural to be charming. One of the charms of an agreeable manner is to seem to be unaffected. Another is to listen appreciatively when others speak.—The Gentlewoman.

The clock at the houses of parliament is the largest in the world. The dials are 32 feet in diameter. The pendulum is 15 feet long. The hour bell is 8 feet high and 9 feet in diameter and weighs nearly 10 tons. The hammer alone weighs more than 400 pounds.

Change of Superintendents.

It is understood that Mr. H. S. Jaynes, who for the past 13 years has been division superintendent of the C. St. P. M. & O. company in Nebraska, will retire from that position on September 1, to take the joint freight agency of the Northwestern system at Omaha. He will be succeeded by Mr. A. W. Trehelm, who for a long time has been superintendent of the Northern division of that road.

Mr. Jaynes has been a hard working, pains taking and efficient officer, and under his supervision many changes for the betterment of the road have taken place. His popularity has steadily increased with the employees of the road and its patrons, and everyone will regret that he has withdrawn from the position which he has filled so well, at the same time wishing him abundant success in his new field of labor. His successor is a thorough and efficient railroad man and will no doubt conduct the business of the road in a manner acceptable to its patrons.

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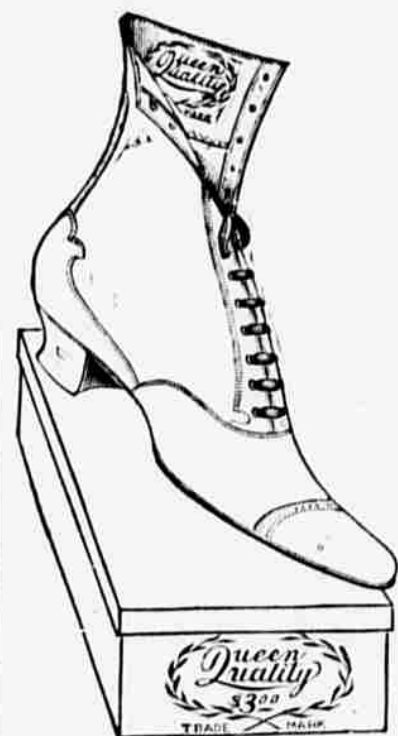
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